

BUSY WEEK-END ON WATER FRONT

TOTAL OF 131,000 POUNDS LANDED SINCE LAST REPORT HERE

The total amount of fresh fish landed here since Saturday reached the grand amount of 131,000 pounds, most of which was haddock and cod.

The 17 gill netters alone had 61,000 pounds Saturday with the Phyllis A., Capt. Albert Arnold, topping the list with 8000 pounds. Yesterday eight gill netters landed 16,500 pounds more, making the total over 77,000 pounds over the week-end.

Trawlers hauled for 37,000 pounds, with 12 reporting Saturday, and 15 more since yesterday. Only five draggers were heard from, although their amount was 17,300 pounds. The dragger Serafina II had 6,000 pounds, mostly flounders, for John Chianciola, while the dragger St. Peter took 7000 pounds, mostly haddock, to the Producers Fish company.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:
St. Peter, dragging, 6000 lbs. haddock, 1000 lbs. mixed fish.
Serafina II, dragging, 6000 lbs. flounders and mixed fish.
Little Joe, dragging, 800 lbs. haddock and cod.
Roma II, trawling, 2300 lbs. cod, 3000 lbs. cusk.
St. Providence I., dragging, 2000 lbs. haddock, 500 lbs. mixed fish.
Joe Mitchell, trawling, 2700 lbs. mixed fish.
Florence and John, trawling, 1500 lbs. mixed fish.
Al Stanton, trawling, 700 lbs. mixed fish.
Madrugra, trawling, 600 lbs. mixed fish.
Jones Brothers, trawling, 500 lbs. mixed fish.
Kale Tysver, trawling, 200 lbs. mixed fish.
Teresa, trawling, 400 lbs. mixed fish.
Jupiter, trawling, 500 lbs. mixed fish.
Helen, trawling, 1000 lbs. haddock.
Nephthys, trawling, 1000 lbs. haddock.

Elizabeth and James, 5000 lbs. haddock.
Edna Fae, 5000 lbs. cod.
Lucretia, 4000 lbs. cod.
Agnes and Myrnie, 4000 lbs. cod.
Enterprise, 4000 lbs. cod.
Naomi Bruce II., 3500 lbs. cod.
Eliza C. Riggs 2000 lbs. cod.
Nashawena, 1500 lbs. cod.
Joanna, 1500 lbs. cod.
Alicia, 1500 lbs. cod.
C. A. Meister, 1500 lbs. haddock.
Liboria C., 1500 lbs. cod.
Myrtle and Gladys, 1000 lbs. cod.

Sailed.

Uncle Sam, seining.
Funchal, netting.
Mary W., seining.
Superior, seining.
Hesperus, halibuting.
Andrew and Rosalie, dory trawling.
Serafina N., seining.
St. Rosalie, seining.
Nyoda, seining.
Irene and Mabel, seining.

Tell of Damage

The first of the frozen baiting fleet to complete her trip arrived at Lunenburg Monday afternoon. It was the schooner Marguerite Tanner, Captain Argus Tanner, with 600 quintals fish and 2000 pounds halibut. This vessel left here March 13, and has been on the banks since then. Captain Tanner reports having spoken with a vessel of the Lunenburg fishing fleet on the Banks and they complained very much of the havoc wrought to their gear by the beam trawlers, he said.

LITTLE CHANGE IN THE MARKET

PRICES AT ROCK BOTTOM—BOSTON RECEIPTS OF OVER 1,500,000 LBS.

A fleet of 16 vessels arrived at the Boston fish pier this morning with 1,220,000 pounds of groundfish and 295,000 pounds of mixed fish. Haddock sold at \$1.50, large cod, \$1.50 to \$2 and markets, \$1.25 to \$1.50.

Boston Arrivals and Receipts.

The arrivals and fares in detail:
Str. Brookline, 105,000 haddock, 42,000 cod, 32,000 mixed fish.
Str. White Cap, 70,000 haddock, 42,000 cod, 22,000 mixed fish.
Str. Fordham, 85,000 haddock, 48,000 cod, 38,000 mixed fish.
Str. Harvard, 86,000 haddock, 34,000 cod, 35,000 mixed fish.
Str. Cormorant, 100,000 haddock, 45,000 cod, 36,000 mixed fish.
Str. Quincy, 80,000 haddock, 55,000 cod, 44,000 mixed fish.
Str. Milton, 38,000 haddock, 20,000 cod, 26,000 mixed fish.
Venture, II., 59,000 haddock, 19,000 cod, 14,000 mixed fish.
Gertrude M. Fauci, 70,000 haddock, 25,000 cod, 26,000 mixed fish.
Cape Ann, 65,000 haddock, 14,000 cod, 5000 mixed fish.
Elk, 40,000 haddock, 26,000 cod, 7000 mixed fish.
Mary E. O'Hara, 50,000 haddock, 24,000 cod, 4000 pollock.
Henrietta, 42,000 haddock, 7000 cod, 11,000 mixed fish.
Fred Henry, 3000 haddock, 500 cod, 1500 mixed fish.
Santina D., 9500 haddock, 200 cod, 900 mixed fish.
Famiglia, 15,000 haddock, 600 sole, Haddock, \$1.50 per cwt.; large cod, \$1.50 to \$2; market cod, \$1.25 to \$1.50; hake, \$2; pollock, 50 cents; cusk, \$1; gray sole, 6 cents to 7 1/2 cents per pound; lemon sole, 8 cents; catfish, 1 cent to 11-4 cents.

BIG FISH WEEK AT THE DIER

the corresponding date last year.

Nova Scotia Bait Report.

Canso.—No bait. No vessels in port. Drift ice in sight.
Halifax.—Ten thousand pounds frozen herring available.
Liverpool.—Plenty ice available. Bait for local use only.
Lockeport.—Two hundred fifty thousand pounds frozen herring available.
Lunenburg.—No bait. Plenty ice available.
North Sydney.—No bait. Plenty ice available.
Port Hawkesbury.—No bait.
Queensport.—Eight thousand pounds frozen herring and plenty ice available. Some scattered drift ice in harbor.
Shelburne.—Eighty-five thousand pounds frozen herring and plenty ice available. Some scattered drift ice in harbor.
Yarmouth.—Plenty frozen bait and ice available.
Grindstone.—No ice in sight on northern side of Magdalen Islands. Ice about seven miles off Amherst Island. Pleasant Bay full. No bait.

At Halifax, N. S.

Large fares of fish were landed at Halifax, N. S., from two schooners which arrived Thursday from the banks. The Marshall Frank put in to port with 40,000 pounds of fish. The Howard Donald was another arrival and she had 40,000 pounds of halibut.

SQUIBS FROM THE WATER FRONT

Take a look at the fares of the gill netters for Saturday when 17 of these craft hauled for 61,000 pounds of haddock and cod with the Phyllis A. Capt. Albert Arnold, topping the list with 8,000 pounds. That would be some trip in the glorious days when prices were right and a fisherman was paid nearer to what he deserved.

Today, however, that same trip of Capt. Arnold's will not mean very much to the boat or the crew, the rate prices for cod and haddock being way down. It's a tough grind for these men who work just as hard as they ever did, leaving the wharf at 2 o'clock in the morning when most everyone else is enjoying his rest, and not returning until 3 o'clock in the afternoon, and then when it comes to settling up for the week, their returns are but a few dollars.

Certain ones on the welfare list of workers complained of the wages the city saw fit to pay them for their labor last winter, but those complainants are far better off than these fishermen who work twice as hard for a mighty sight less. That's the story, the Gertrude L. Thebaud will tell Franklin D. Roosevelt when the racer goes to Washington. And it's as true as gospel.

A blanket of fog shut down on the gill netters yesterday when they sailed to Ipswich bay to lift. Capt. Peter Tysver in the Enterprise groped and then again there's the little trawler Ripple in which Capt. James Carlson made his first lift the other day. Capt. Carlson lands his fares at Hall and Murray's.

More colorful nicknames rescued from the hatches include "Hungry," "Beancrock Dan," the uncrowned king of the galley, who invented the lid of the bean-crock so that he could see what was going on inside the crock; "Rory the Fiddler" who was a great hand at whiling away the dull hours on the Grand Banks; "Powder Face Jim"; "Barefoot Bill" and "Bill the Turk." "Pewee" wasn't a bad sort of a chap, either.

But here's a fish story as is a "fishy" story. It seems that the son of a prominent master mariner borrowed his father's watch, and while on the deep accidentally dropped it overboard. He was too frightened to tell his father, and the latter never mentioned the watch. A year later while the son was handlining, he caught a cod, and hearing a strange noise within the marine denizen, opened it, only to find the watch still going. Believe that one, if you can.

Skipper Lem Firth in the Three Sisters was the first seiner to land mackerel last year, the date being April 15 on "Fish day", and the fare totalling 17,000 pounds. The first netter to strike the mackerel was the Annie and Mary, Capt. Colin Powers, who took 350 mackerel in count on April 21. Capt. Lem beat his last year's landing by one day this year, having brought 10,000 pounds into Cape May last Friday afternoon which was the 14th of the month, although his brother Capt. Percy Firth in the Alden took first honors of the seining season by landing a trip in the morning.

Lobster Market.

Lobsters are in light supply as compared with last year at this time. Last arrivals sold at \$28 per crate which is the same price paid the corresponding week last year. A number of special boats are due in Boston the first part of this week.

ANDREW WILL AID THE THEBAUD PARTY

Met Skippers and Leaders Yesterday--- Advises Delegates To Argue Against Free Trade---Sets Sail Wednesday

The plight of the fishermen of the North Atlantic will be ably presented with facts and figures and first-hand evidence to President Franklin D. Roosevelt and Congress when the Gertrude L. Thebaud, known throughout the world as the American ambassador of good-will to Canada, will sail under canvas up the Potomac river to the national capital, and send ashore her crew of famous Gloucester skippers and captains of other fishing ports along the coast, who will personally appeal to the chief executive to assist them in saving an industry that is over three centuries old in this nation, and which during that time has given many of its brave number to the naval service in time of war, as well as braving the perils of the deep as sailors of peace in wresting a living from the sea that the public might enjoy a more reasonable source of food.

The value of the pilgrimage was evidenced by the importance in which Col. A. Piatt Andrew, congressmen from the sixth district, considered the trip, when he made a hurried call from Washington yesterday to advise the members of the delegation as to how best to present their case, and also to offer them his hearty support and co-operation once they arrived at Washington. Congressman Andrew urged that they have their plea well in hand, and be ready to back their statements with statistics. He returned to Washington last night.

Leave Wednesday.

With a prayer of hope on their lips, Capt. Ben Pine and his shipmates, most of whom will be skippers, plan to set sail Wednesday night, and intend to reach Washington next Sunday at noon, if possible. Canvas will be the motive power, and the fishers as to how to carry their plea.

At Conference.

Among those at the conference were Chairman MacInnis, Vice-President William L. Nickerson, of the Master Mariners' Association which has endorsed the trip; Manager Lawrence J. Hart of the Chamber of Commerce, secretary of the committee, and the treasurer, Henry F. Brown, who is secretary of the Master Mariners, and Fishing Masters Producers' association; Lawrence J. McEwen, and Nathan B. McLoud, who, with Everett R. Jodrey, comprise the sub-committee on finance; Capt. Ben Pine who will command the Thebaud; Capt. Clayton L. Morrissey who will be on the passenger list, and who is well known as skipper of the Henry Ford in one of the famous races.

Congressman Andrew spoke of another occasion when it was his privilege to be of assistance to the fishermen of this city, back in 1911. The congressman was assistant secretary

of the treasury, and acted as guide for Thomas J. Carroll, general manager of Gorton-Pew Fisheries, and 16 other delegates, who were interested in having President William Howard Taft alter his views upon the tariff which would mean reciprocity with Canada, and thus allow Canadian fish to enter the United States free of

CON. A. PIATT ANDREW
Who Offered Services to Thebaud
Party at Washington

More Distressing Says Andrew.
Congressman Andrew declared that circumstances today are far more distressing than two decades ago, and that people are living in a very difficult period. He could understand that there might well be a feeling of resentment in the hearts of the fishermen in realizing how little is being done to rescue them from their pre-

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ANDREW WILL AID THEBAUD PARTY

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dicament, but he suggested that the farms are given more consideration because the majority of the people in 22 states are procuring their livelihood by farming, and therefore are enabled to maintain a powerful lobby at Washington which rivals that of the war veterans and the labor interests. The plan of sending the Thebaud to Washington seemed to Col. Andrew as an admirable one to draw attention to the fisheries' needs, and a very effective way to get their case before Congress and the administration.

The greatest peril confronting the fisherman he stated was the possible legislation which might permit the President to do as he saw fit with tariff regulation, and the possible subsequent action of the President to sanction reciprocity with Canada, which might include allowing Canadian fishing products to enter the United States free of duty, among other products. Canada, the congressman argued, has been the best customer of this country, buying more goods than all Europe put together, and Canada hardly favored the Smoot-Hawley tariff bill. Because the northern neighbor is such a good patron, it is feared that the President will consider her case first and grant her wishes.

Must Go Well Fortified.

The problem of the Thebaud delegation, according to the congressman, is to go well documented, to have in its possession, a proven brief revealing the proofs of the fishing situation as it is today, and thus be able to convince the solons that aid is needed here at once if the industry is to be continued and further to show Congress or more especially the President that any action of his which would allow Canadian fish to enter the country without duty would be the death-knell of the industry and every person dependent upon it.

Congressman Andrew referring to the possible establishment of a minimum price for fish, as in the case of farms, stated that the President had advocated leasing all farms that were not paying propositions, and keep them from producing, so that those which remained might operate at a profit, as the price of farm products increased; the government's expenditure in this case to be met by interests whose income was derived from the farmer, such as the meat packers, textile mills and others. He could not see how this relief measure could be applied to the fisheries except that with the increase in the price of meats, there would be a greater demand for fish as a more reasonable commodity.

Aid From Finance Corporation.

In respect to the fisheries hoping to gain assistance in loans via the Reconstruction Finance corporation, the congressman urged the delegation to bring suggestions as to what plan might be arranged for this purpose. The government, before loaning such funds, demands first lien upon the medium of production, claimed that the risk of losses between this country and Canada is such that the difference equalizes the present duty on fish, and that if that amount were removed, it would put Gloucester out of the running.

Others spoke on the matter, and questioned Col. Andrew who remained until it was necessary for him to leave to make train connections for Washington.

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SQUIBS FROM THE WATER FRONT

SCH. POLLYANNA SPOKE CAPT.
ARCHIE McLEOD ON GRAND
BANKS RECENTLY

Skipper "Gus" Fagin was in port in sch. Elk, practically the same time as the Cape Ann. "Gus" had about 40,000 pounds of haddock for the Cold Storage, and 30,000 pounds of cod for Pew's, together with a lot of pollock and cusk. The craft fished on Brown's bank for almost two weeks.

Capt. Eric Carlson of the Pollyanna which arrived over the week-end, reports speaking Capt. Archie McLeod in the halibut Catherine, while on the Grand Banks about a week ago. The Pollyanna had to land John Lund, one of the crew, who was sick and was taken into St. Pierre, from which point he returned home to this city. Capt. Eric says the weather was bad.

The dragger Grace F., one of the Progressive Fish company's fleet, returned home Sunday afternoon, to fit for seining. Capt. Frank Favalora stopped on his way home to help drag for the victims of the airship Akron, off Barnegat Lightship.

It won't be long before Capt. Jack Barrett joins his partner, Capt. Steve Post, down south, for Jack already had put his boat Joanna on the ways, and is itching to get started to enter in the race for mackerel down Cape May. Steve it will be recalled, landed his first trip of 5000 pounds yesterday, in the Jackie B.

'Tis an empty harbor these days. Sunday, the seiner Babe Sears, with Capt. Joe Sears aboard, took the southern route. Yesterday, Capt. Marty Welch's boat, the Thelma, with Capt. Steve Campbell in command, went seining. Three netters ploughed through the rain late last night, so as to be at the Cape Cod Canal by morning. They were the John A. Cooney, Capt. Chris Higgins; the Mary M., Capt. Tom Marr; and the Mary D'Eon. Capt. Fay D'Eon. That makes 28 seiners and nine netters in the Gloucester fleet, now vying for honors in the southern waters.

Bill Lacasse, hailing from New Bedford, hove anchor in this port yesterday in his overland boat, to sing the praises of the Hathaway Machinery company, and incidentally to renew acquaintances with the skippers at the Master Mariners. He intends to sign articles with the Gertrude L. Thebaud, which is fitting out for a special mission to Washington. Bill's right there when it comes to helping any cause that benefits the fisherman.

The haddock Cape Ann breezed into port yesterday afternoon with 60,000 pounds of haddock and 20,000 pounds of cod, the first amount to be filleted at the Gloucester Cold Storage, and the cod to go to the Pew wharf for splitting. Capt. Pat Roche's schooner was gone 10 days, on LaHave bank, and first went to Boston, but finding conditions unsatisfactory, came to her home port. While on LaHave bank, the craft spoke two Lunenburg haddockers, schs. R. H. Bennett and Bruce Wyoma.

Every day in every way, it is fogger and fogger, say the gill net fishermen, who are hoping for some invention by which they might find their buoys when they go out to lift. Someone has suggested that they each have a distinctive bell attached to the buoy so as to make it easier. The man at the wheel has to be a magician these days to make connections.

RECEIPTS OVER 200,000 POUNDS

Over 208,000 pounds of fresh fish were landed here since yesterday, with 150,000 pounds of haddock and cod being brought down from Boston by schs. Elk and Cape Ann. The haddock went to the Gloucester Cold Storage for filleting, and the cod to the Pew wharf for splitting. The gill netters, 13 of them, landed 33,600 pounds, while 17 trawlers and one dragger accounted for 24,700 pounds. Three netters and two seiners sailed yesterday, for the south to engage in mackerel fisheries.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:
Elk, via Boston, 40,000 lbs. haddock, 30,000 lbs. cod.
Cape Ann, via Boston, 60,000 lbs. haddock, 20,000 lbs. cod.
Minerva, trawling, 1500 lbs. haddock.
Helen Louise, trawling, 1300 lbs. haddock.
Jones Brothers, trawling, 2500 lbs. cod.
Joe Mitchell, trawling, 1500 lbs. haddock, and cod.
Florence and John, trawling, 1000 lbs. haddock and cod.
Winton, trawling, 500 lbs. haddock and cod.
Alice Fanton, trawling, 1000 lbs. haddock and cod.
Kale Tysver, trawling, 1000 lbs. haddock and cod.
Jupiter, trawling, 700 lbs. haddock and cod.
Sally and Joseph, trawling, 900 lbs. haddock and cod.
Maria Concetta, trawling, 1000 lbs. cod.
Marianna, trawling, 2000 lbs. cod.
4188, trawling, 2000 lbs. cod.
4158, trawling, 4000 lbs. cod.
Antonina, dragging, 2000 lbs. cod.
Steven M., trawling, 800 lbs. haddock.
Gwendolyn K., trawling, 300 lbs. haddock.
C 6696, trawling, 700 lbs. haddock.

Yesterday's Gill Net Receipts.

Edna Fae, 5000 lbs. cod.
Phyllis A., 4000 lbs. haddock.
Virginia and Joan, 4000 lbs. cod.
Eliza C. Riggs, 2000 lbs. cod.
Enterprise, 3000 lbs. cod.
Lucretia, 2500 lbs. cod.
Elizabeth and James, 2000 lbs. haddock, 500 lbs. cod.
Nashawena, 2000 lbs. cod.
Liboria C., 2000 lbs. cod.
Alicia, 2000 lbs. cod.
Agnes and Myrnie, 2000 lbs. cod.
C. A. Meister, 1500 lbs. haddock.
Myrtle and Gladys, 1100 lbs. cod.

Sailed.

John A. Cooney, netting.
Mary M., netting.
Mary D'Eon, netting.
Babe Sears, seining.
Thelma, seining.
Magellan, dragging.
Evalina Goulart, haddocking.
Olivia Brown, dragging.
Leonora C., dragging.

On the Railways.

Joanna on Parkhurst's marine railways for general overhauling, preparing for seining.
Lois Corkum and Elizabeth A., for general overhauling on Rocky Neck marine railways.